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Alakea Street, opposite Bailey's Furniture Store.

Auction Sale
Friday, Nov. 5

Very fine Heavy Oak Bedroom Set.
24 English Wilton Rugs.
Some Haviland China.
2400 Bolts Ribbon.
1000 Advertising Fans.
Recording Cash Register.
Large Walnut Wardrobe.
Walnut Sideboard.
Card Table in Walnut.
Cabinet in Rosewood.
Bookcase in Walnut.
Dressing Table in Mahogany.
Ebony Piano.
Piano in Oak.
Four-Poster Koa Bed.
Regina Musical Cabinet, with Many Records.
Bass-reliefs by Hutchison.
Oil Paintings.
Framed Pictures.
Picture Frames.
Glassware.

This will be a very large sale, many lots we must clear out.

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SHIPPING & WATERFRONT NEWS

NEW SEAMEN ACT EFFECTIVE AT MIDNIGHT

Today is the first day of life for the Seamen's Act, which went into effect one minute after midnight this morning. The new law, which the Pacific Mail says made it necessary to sell its trans-Pacific ships and go out of business, is now operative, and Honolulu shippers and ship-owners are much interested in seeing how it will work out.

In its issue of October 16, the Coast Seamen's Journal of San Francisco gives the most important points of the bill, of which Senator La Follette and Andrew Furuseth of San Francisco are the joint authors.

Among other things, says the Journal, the new law provides that on and after November 4, "no vessel of 100 gross tons and upward, shall be permitted to leave a port of the United States, unless 40 per cent of her deck crew, exclusive of licensed officers and apprentices, are of a rating not less than able seaman."

The law states specifically who shall be rated as an "able seaman" and directs the Secretary of Commerce to issue rules governing the issuance of able seaman certificates.

To quote from Section 13: "Able Seaman" Defined.

"Every person shall be rated an able seaman, and qualified for service as such on the seas, who is 19 years of age and upward, and has had at least three years' service on deck at sea or on the Great Lakes, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels, or coast guard vessels; and every person shall be rated an able seaman, and qualified to serve as such on the Great Lakes and on the smaller lakes, bays or sounds, who is 19 years of age or upward, and has had at least 18 months' service on deck at sea or on the Great Lakes or on the smaller lakes, bays or sounds, on a vessel or vessels to which this section applies, including decked fishing vessels, naval vessels, or coast guard vessels."

Then follows a modification of the three-year service rule, as follows: "Graduates of school ships approved by and conducted under rules prescribed by the Secretary of Commerce may be rated able seamen after 12 months' service at sea; provided, that upon examination, under rules prescribed by the Department of Commerce as to eyesight, hearing, and physical condition, such persons or graduates are found to be competent."

Language Clause.

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Takes Kangaroo Back to 'Frisco, Bound to Tahiti

Mascot of French Gunboat Zelee Swam to Shore After Germans Sunk Craft

It's a long way to Tahiti as well as to Tipperary, but a little kangaroo on board the Oceanic steamer Sonoma today is traveling clear back to San Francisco from Sydney in order that through the kindness of Baggage Clerk O. Nordman of the steamer, he may ultimately be reshipped and hop about again in his "home town." Paapeete, capital of the French possession of Tahiti. If he reaches Paapeete again he will have traveled 10,803 miles by the time he gets there.

This kangaroo was the mascot of the French gunboat Zelee, which was sunk by the Germans at Paapeete last year. He bore a charmed life, escaping from the sinking ship and swimming ashore after it was shelled by the Germans.

While the Sonoma was at Sydney 30 French sailors of the Zelee arrived on their way to the front. They brought with them the pet of their ship. But at Sydney they were disappointed as they could not take it along with them to the tropics.

They tried vainly to have the animal taken back to Tahiti, but as there is no direct line from Sydney to Tahiti the poor kangaroo was put up for sale.

Nordman, the baggage clerk, bought it and expects to have it returned to Tahiti if the money is refunded in San Francisco by Tahitians residing there.

When the town of Paapeete was shelled by the Germans the kangaroo had a narrow escape from a shell that burst over the ship. The 30 sailors made for shore as the German ships were sighted, and forgot the pet. When the ship was down they thought the animal had sunk with her, but to their surprise he was found in the barracks later in the day.

When Nordman was at Tahiti in 1911 he saw the same kangaroo along the streets of Paapeete when he was on the old Mariposa.

On arrival in San Francisco he will see some Tahitians and if possible the kangaroo will be reshipped to Tahiti. Before the Sonoma left Sydney all the crew of the Zelee paid their last farewell to the pet and as the Sonoma pulled from the wharf they all sang the "Marseillaise."

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SONOMA CARRIES MILLIONS IN GOLD COIN

With nearly \$4,000,000 in English sovereigns in her strong boxes, the Oceanic steamer Sonoma docked at 8:45 o'clock this morning at Pier 10, one hour late because of a heavy wind last night which slowed down the ship and made her lose time.

The steamer will sail at 4 o'clock this afternoon, taking 60 passengers from here. She leaves only three passengers at Honolulu, but her through passengers number 129, of which 40 are first-class, 65 second, and 24 third.

Treasure on board consists of 795,000 English sovereigns, which, in terms of American money, represents approximately \$3,975,000. The money is consigned to several San Francisco banks, and is to pay war debts owing American manufacturers, also bills for American merchandise of various kinds supplied to Australia. Nearly every Oceanic boat in the last few months has carried from \$4,000,000 to \$6,000,000 in gold to the coast. Today's shipment is comparatively small.

In consequence of the heavy shipments of English gold out of Australia very little gold is seen there now, according to Dr. G. W. Clark, the Sonoma's surgeon. "You see hardly any gold pieces in Australia at present," he said this morning. "Nearly everything is paper money, issued by the Australian Commonwealth."

Purser Herman Holtz reported the amount of Honolulu cargo to be only 35 tons, including 40 boxes of butter from New Zealand, 25 cases of tea, six crates of tobacco, a crate of chairs, and 832 bags of dried blood.

Through cargo is practically a capacity one. It weighs 2465 tons, and consists of wool and hides, including 755 bundles of rabbit and fur skins. There are 2650 bales of wool, 283 ingots of tin, 49 packages of fungus, and 5047 bags of copra in the through cargo.

The Sonoma had cargo space for only about 100 tons from here. She is taking a small shipment of general merchandise from this port for the mainland, also 500 bunches of bananas which have been stored on deck.

GLENSHIE OUT OF WATER ON LAST TRIP SOUTH

Out of water and provisions, with her sails hanging in shreds, and her crew exhausted by the long trip of 69 days from this port to Makatea, the Norwegian bark Glenshee evidently had a nerve-racking voyage on her last trip to Makatea, according to word which reached here this morning on the Oceanic steamer Sonoma, coming from Sydney, where the crew of the French gunboat Zelee told of the Glenshee's condition.

The Glenshee left here two weeks ago for Makatea, so the voyage referred to is the former one, not the one she is now making to the phosphate rock port.

According to the stories told by the Sonoma's officers at Sydney by the crew of the Zelee, which was sunk by a German fleet at Paapeete in 1914, the Glenshee was becalmed for many days, and could not make port at Tahiti until 69 days from the time she left here. The Frenchmen reported that the Glenshee's supply of fresh water ran out, and that every possible drop of rain water that fell on the ship was caught and used for drinking purposes. They were also out of provisions, and almost on a starvation diet when the Glenshee crawled into Tahiti.

As the ship's sails were reported ragged and in shreds, the bark apparently must have encountered a gale or two on the way. The crew were reported by the Zelee's men as being worn out by the voyage.

The record for a passage from this port to Tahiti is 23 days, made by the S. N. Castle a year or more ago. It took the Glenshee just three times this number of days to make the journey. Theo. H. Davies & Company, local agents for the Glenshee, are hoping she has better luck this voyage. They said today the ship was in good condition and well outfitted when she left here two weeks ago for Makatea.

HARBOR NOTES

Bound for this port, the schooner Aztec sailed from Sydney Monday.

En route here from Port San Luis, California, is the steamer Lyman Stewart.

The Matson steamer Lurline arrived in San Francisco yesterday morning at 6 o'clock, from this port.

Advices from San Francisco state that the schooner Annie Johnson has left that port for Mahukona.

The oil tanker El Segundo arrived this morning from Kahului, where she has been discharging part of her oil cargo. The ship will unload the balance of her oil here at Pier 17.

The Matson steamer Manoa will sail for Kahului and Hilo at 5 o'clock this afternoon, to discharge San Francisco cargo at both ports. She will return here early Sunday morning and sail next Tuesday afternoon for San Francisco.

The Vancouver Dredging & Salvage Company has been awarded the contract to raise the little Canadian Pacific steamer Otter, which went ashore October 9 on the south end of Sidney Island while proceeding to the wreck of the Mariposa.

The name of its new steamer, the Kansas City, will probably be changed to the Alaska by the Alaska Steamship Company. Capt. J. G. Nord will be the skipper taking the ship from San Francisco to the Sound, where she is to be placed on the Alaska run.

Next postoffice mail for San Francisco will go in the transport Logan, due to sail at 5 o'clock tomorrow afternoon. The Sonoma, sailing at 4 o'clock this afternoon from Pier 10, takes letter mail left at the office of C. Brewer & Company in government stamped envelopes.

Competition in the South Atlantic shipping field will be given the Atlantic, Gulf and West Indies Line by the American Merchant Marine Company, recently organized under the laws of Delaware, capital stock \$3,000,000. Bowring & Company of New York will have general management of the new line.

Heavy rains on both the outward and inward trips were reported today by the Inter-Island steamer Claudine, which arrived this morning from Maui bringing passengers, 34 cattle, 15 calves, 35 hogs, 1 mule, 3 crates of pigs, 9 of chickens, 110 sacks of corn, 10 barrels of wine and 152 packages of sundries.

PASSENGERS ARRIVED

Per Oceanic str. Sonoma, from Australia, today: For Honolulu—Mr. and Mrs. Autenrieth and child. Through passengers—Mr. Alfredo, Miss M. Bowker, W. Bridge, H. L. Batten, Mr. and Mrs. J. Stacey Brown and infant, Mrs. and Miss Carney, Mrs. Bruce Campbell, Mr. and Mrs. James Clemons, Mrs. D'Armond, Miss D'Armond, Capt. and Mrs. C. H. Grant, Mr. and Mrs. Syd. Jarvis, Mr. Kajujuana, J. H. Keys, Mrs. Lockington, C. Mason, Dr. W. Macdonald, Dr. F. J. McCarthy, W. M. May, Mr. and Mrs. McCordie, Mr. and Mrs. R. Ritchie, E. Schaefer, P. W. Spring, D. G. E. Schaffert, Mrs. F. Thomas and two children, C. L. Walter, Mr. and Mrs. Alvares, Joe Bonds, S. Brodney, H. Barrett, J. Birchley, B. Bayley, Mr. Broadbent, Thomas Brooks, O. P. Berthelsen, Miss M. Brown, Master W. Brown, Mr. and Mrs. Walter Cameron, Mrs. Rubie Craig, Mrs. C. E. Carter, A. Cardenas,

PASSENGERS BOOKED

Per L.I. str. W. G. Hall for Kauai, Nov. 4.—H. M. Whitney, J. W. Harvey, A. J. Becker, Arthur H. Rice, Spalding, Mrs. D. Kekanilike, Y. Shido, Lieut. Whitener.

Honolulu Stock Exchange		
Thursday, Nov. 4.		
MERCANTILE.		
Alexander & Baldwin, Ltd.	225	.....
C. Brewer & Co.	.....	.....
SUGAR.		
Ewa Plantation Co.	23	23 1/4
Haleiuga Sugar Co.	.....	190
Haw. Agr. Co.	.....	40 1/2
Haw. C. & Sug. Co.	37 1/2	39
Haw. Sugar Co.	.....	5 1/2
Honokaa Sugar Co.	.....	150
Honolulu Sugar Co.	.....	170
Hutch. Sug. P. Co.	.....	16 1/2
Kahuku Sug. Co.	.....	170
Kekaha Sugar Co.	.....	8 1/2
Koloa Sugar Co.	.....	26 1/2
McBryde Sug. Co., Ltd.	8 1/2	8 1/2
Oahu Sugar Co.	26 1/2	27
Olaa Sugar Co., Ltd.	7	7 1/4
Onomea Sugar Co.	38 1/2	39
Panauhau Sugar Plan. Co.	.....	.....
Pacific Sugar Mill	.....	.....
Pala Plantation Co.	.....	.....
Pioneer Sugar Co.	.....	.....
Pioneer Mill Co.	31 1/2	32
San Carlos Mill Co., Ltd.	8	8
Wailua Agr. Co.	23 1/2	24
Wailuku Sugar Co.	.....	.....
Waimanalo Sugar Co.	.....	.....
Waimoa Sugar Mill Co.	.....	.....
MISCELLANEOUS.		
Haleiuga F. & P. Co., Com.	.....	.....
Haleiuga F. & P. Co., Ltd.	.....	.....
Haw. Electric Co.	33 1/2	33 1/2
Haw. Pineapple Co.	.....	.....
Hilo R. R. Co., Ltd.	40	50
Hon. B. & M. Co., Ltd.	18 1/2	19 1/2
Hon. Gas Co., Ltd.	100	.....
Hon. Gas Co., Com.	100	.....
Hon. R. T. & L. Co.	.....	.....
I. I. S. Nav. Co.	.....	.....
Mutual Tel. Co.	19	.....
Oahu Ry. & Land Co.	142 1/2	145
Pahang Rubber Co.	.....	10
Tanjong Olok Rubber Co.	20	.....
BONDS.		
Haleiuga F. & P. Co. 6s.	.....	.....
Haw. C. & Sug. Co. 6s.	.....	.....
Haw. Irr. Co. 6s.	.....	93 1/2
Haw. Ter. 5s. Pub. Imp.	.....	.....
Haw. Ter. Pub. Imp. 4s.	.....	.....
Haw. Ter. 4 1/2s.	.....	.....
Haw. Ter. 3 1/2s.	.....	.....
Hilo R.R. Co. 6s Issue 09.	.....	.....
Hilo R.R. Co. R.E. Con. 6s.	.....	.....
Honokaa Sug. Co. 6s.	.....	.....
Hon. Gas Co., Ltd. 5s.	102	.....
Hon. R. T. & L. Co. 6s.	104	.....
Kauai Ry. Co. 6s.	100	.....
McBryde Sugar Co. 5s.	100 1/2	100 1/2
Mutual Tel. Co. 5s.	104	.....
Oahu Ry. & L. Co. 5s.	105	.....
Oahu Sugar Co. 6s.	106	107
Olaa Sugar Co. 6s.	.....	93 1/2
Pacific C. & F. Co. 6s.	.....	.....
Pacific Sugar Mill Co. 6s.	.....	.....
Pioneer Mill Co. 5s.	.....	.....
San Carlos Milling Co. 5s.	.....	.....
Wailua Agr. Co. 5s.	.....	.....
Sales: Between Boards—100, 25 Wailua 23 1/2; 20, 30, 20 Oahu Sug. Co. 26 1/2; 10, 50, 50 Onomea 38 1/2; 45, 10 Pioneer 31 1/2; 10 Haw. Pine. Co. 33 1/2; 50, 30 H. C. & S. Co. 40; 42 O. R. & L. Co. 142; 20, 5 I. I. S. N. Co. 201. Session Sales—50, 15 Olaa 7.		
Latest sugar quotation: 95 degrees test, 4.46 cents, or \$95.20 per ton.		